

**CALIFORNIA HIGH-SPEED RAIL AUTHORITY**  
**MEETING MINUTES**  
**October 26, 2001**  
**BURBANK, CALIFORNIA**

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The meeting of the California High-Speed Rail Authority was called to order on October 26, 2001 at 10:30 a.m. at Burbank City Hall, City Council Chambers, 275 East Olive Street, Burbank, California.

Members Present:      Rod Diridon, Chairperson  
                                Ernest A. Bates  
                                Jerry Epstein  
                                John P. Fowler  
                                William E. Leonard  
                                T.J. Stapleton

Members Absent:      Leland Wong, Vice Chairperson  
                                Edward Graveline  
                                Ben L. Hom

**Opening Remarks**

Chairperson Diridon opened with stating the meeting is strictly informational, with the purpose of receiving comments on the staff recommendations for alignments, station locations and high-speed train systems for further investigation, with a special focus on the Bakersfield area.

**Executive Director's Report**

Executive Director Morshed reported the Authority has applied for Proposition 116 funds (\$519,000) and this issue will be presented to the California Transportation Commission at the November 2001 Commission meeting. The Authority has also reached an agreement with Caltrans in terms of the Los Angeles-Orange County-San Diego corridor. In compliance with Section 28.5, the Authority must report to the Legislature and seek additional budgetary authorization in order to use the funds. A report was submitted to the Legislature October 12, 2001 and if the Authority does not receive objection from the Legislature, the funds can be spent as early as November 12, 2001. The Authority intends to use proposition 116 funds in extensive tunneling reviews. Executive Director Morshed stated the Authority would like to contract with an Australian firm who developed alignment optimization software that can help narrow the alternatives to be investigated. Use of this software will save both time and money. The results of the tunneling review and modified recommendations for the Santa Clarita-Bakersfield and Merced-San Jose corridors will be presented to the Board in January, 2002. Executive Director Morshed reported the Authority has submitted a "budget change proposal", to the Governor requesting an additional \$11 million funding for next fiscal year to continue the environmental process. To the extent the Board can appropriately reduce alternatives through the screening process, then it may also be able to reduce its budget needs for the remaining work. Executive Director Morshed reported most of the work that's been presented to the Board up to date has used last year's funds. Starting in January, 2002, the Authority will have difficulty paying for payroll and rent. There won't be funding to continue work in any of the corridors except the LOSSAN corridor.

**Burbank Mayor Bob Kramer**

Chairperson Diridon introduced Mayor Bob Kramer of Burbank, California. Mayor Kramer expressed his pleasure in California High-Speed Rail Authority holding a public meeting in Burbank.

### **Public Comment**

#### **Senator William J. “Pete” Knight**

Senator Knight expressed the strong need for a high-speed rail system. High-speed rail is a logical alternative based on transportation needs and current transportation capabilities. Based on ridership, Senator Knight further expressed his support for the recommended alignment and station location in the Antelope Valley.

#### **Assemblyman Phil Wyman, 34<sup>th</sup> District**

Assemblyman Wyman expressed support for the Antelope Valley alignment based on ridership and votes.

#### **Bob Schaevitz, HLB Decision Economics for City of Palmdale**

Mr. Schaevitz presented a summary of benefits, costs and risks associated with the choice of alignments between Bakersfield and Sylmar. His presentation was in favor of the Antelope Valley alignment based on these factors. Mr. Schaevitz reported on the endorsements the project has received from the Los Angeles Mayor, Los Angeles County Board of Supervisors, Los Angeles City Council, Kern County Board of Supervisors, the Los Angeles World Airport Commissioners, Senator Knight, and Assemblyman George Runner.

#### **Sheldon H. Sloan**

Mr. Sloan stated the Antelope Valley and the City and County of Los Angeles want high-speed rail at the Palmdale Airport. He reported on the unanimity of political support in the Los Angeles, Southern California area on this subject. Not one elected official has reported against it. Therefore, Mr. Sloan supports the Antelope Valley alignment.

#### **Mayor Jim Ledford, City of Palmdale**

Mayor Jim Ledford expressed his support of the Antelope Valley alignment based on population growth, potential economic development, and community commitment toward development and funding of the Antelope Valley station.

#### **Rev. Henry Hearn, Vice-Mayor, City of Lancaster**

Mr. Hearn expressed his support of the Antelope Valley alignment based on community support, his personal engineering perspective and environmental impact.

#### **Mark Yamarone, City of Santa Clarita**

Mr. Yamarone expressed his support of the Antelope Valley, stating the city of Santa Clarita population and employment center is the 4<sup>th</sup> largest in Los Angeles County. Mr. Yamarone also supports the alignment because it would provide improved access to the Antelope Valley communities.

#### **Jim Ritchie, Los Angeles World Airports**

Mr. Ritchie stated the city of Los Angeles is fully supportive of the Antelope Valley alignment based on its connectivity to Palmdale airport.

#### **R. Gregg Anderson, Antelope Valley Board of Trade**

Mr. Anderson expressed his support of the Antelope Valley alignment, stating the community would actively support high-speed rail in lobbying support and with the bond issue.

#### **David Myers, Greater Antelope Valley Economic Alliance**

Mr. Myers expressed his support of the Antelope Valley alignment based on population growth, economic benefit, environmental impact and the benefits to the city of Santa Clarita.

**City Councilman Rick Norris, City of Palmdale**

Mr. Norris read a letter from Supervisor Mike Antonovich expressing Mr. Antonovich's support of the Antelope Valley alignment. Mr. Norris stated cost is a major factor in determining alignment options and therefore, the Antelope Valley alignment is the only viable economic route with the support and commitment of the entire Antelope Valley.

**Mayor Pro-Tem Mike Dispenza, City of Palmdale**

Mr. Dispenza expressed his support of the Antelope Valley alignment because it will provide more intermodal connectivity and therefore help to address the air quality and traffic congestion. He also expressed his support of the Mayor's commitment to aid high-speed rail.

**Linda Johnson, Assemblyman George Runner 36<sup>th</sup> District**

Ms. Johnson read a letter from Assemblyman Runner expressing his support of the Antelope Valley alignment based on economic and population growth.

**Jim Hare, City of San Clemente**

Mr. Hare hand-delivered a letter to the Authority Board members expressing the City of San Clemente's opposition to any project that would increase traffic or propose improvement of the existing rail within San Clemente. The City of San Clemente prefers the high-speed rail project include provisions that would relocate the exiting rail facilities away from the current location between the bluffs and the sea.

**Larry Chimbole**

Mr. Chimbole expressed his support of the Antelope Valley alignment based on population growth and community development.

**Gary Cope**

Mr. Cope stated he belongs to a Palmdale Homeowners group and urged the Board to consider the written comments this group has submitted regarding the high-speed rail alignment in the City of Lancaster and Palmdale area.

**Mary Spiva, Oldtown Homeowners Association**

Ms Spiva reported most of the members of her association are in support of the current staff recommendations for alignment and station locations in the Palmdale area and urged the Authority to move forward expeditiously with the project.

**Clark Thompson, Fresno Council of Governments (COG)**

Mr. Thompson expressed Fresno COG's position regarding the issue of freight capabilities. He stated the high-speed rail system should be designed to accommodate truck trailers and containers, thereby reducing traffic congestion and improving air quality. Freight service would be feasible if it does not interfere with passenger service and increase construction costs.

Executive Director Morshed thanked the Mayors of Palmdale and Lancaster for their assistance during the screening process and looks forward to their continuing work together.

**Identification of Date and Location of Next Meeting**

The next California High-Speed Rail Authority Board meeting will be November 14, 2001.

Meeting was adjourned at 12:30 p.m.